



Washington State  
Department of Transportation

# SR 502 Interchange Project

## MEMORANDUM

**DATE:** October 28, 2003

**TO:** Bart Gernhart, Washington State Department of Transportation  
Chuck Ruhsenberger, Washington State Department of Transportation

**FROM:** Jessica Stalberger, The JD White Company, Inc.

**RE:** **Open House #1 Summary—Notes**  
TWC Project #02-154

**CC:** Karen Ciocia, The JD White Company, Inc.  
Angela Findley, Parsons Brinckerhoff Quade and Douglas, Inc.  
Chuck Green, Parsons Brinckerhoff Quade and Douglas, Inc.  
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Rusty Moe, The JD White Company, Inc.  
Amy Schwartz, Washington State Department of Transportation

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From 6:00 p.m.–8:00 p.m. on October 21, 2003, the Washington State Department of Transportation (WSDOT) hosted a public open house/scoping meeting at the Battle Ground Chamber of Commerce to obtain comments from members of the public on issues and concerns to be addressed in the Environmental Assessment (EA). Members of the project team were on hand to discuss the project with attendees.

Based on head counts, an estimated 80+ people visited the meeting. The open house included displays about the project history and purpose as well as preliminary concept alternatives. Additional information on other WSDOT and Clark County projects also was available. Comment forms were distributed to attendees so they could record their comments and concerns; 14 forms were returned, and the responses are included as Attachment B.

Additional forms were available to business owners and employers who want to be informed of future meetings regarding traffic restrictions and alternate routes for customers and employees during construction. Two of these forms were returned.

# SR 502 Interchange Project

## Open House #1 Summary Attachment B—Public Comments

October 21, 2003

1. Are there *natural* environmental issues (i.e., wetlands, fish, and wildlife) or *built* environmental issues (i.e., property, houses, businesses, buildings, social, and cultural) that you believe should be considered during the Environmental Assessment process?
  - My overriding concern is that provisions be included for off and on ramps for north and south traffic. Also the continuing of SR 502 west.
  - Yes. Please leave intact greenways that affect the birds and other wildlife of the area. Additionally the route that affects the least number of residences would be preferable.
  - E-2 does least damage to any of the above.
  - When (are) you guys going to widen out (the road from) Ridgefield to Longview?
  - Yes, Gee Creek and corresponding wetlands are affected from NE 209th Street to NE 219th Street. Several homes exist west of I-5 between NE 209th Street and NE 219th Street that will be significantly negatively impacted by any of options “A” through “D”.
  - The land is very wet north of NE 209th Street and the health of the pond is a concern. I’m also concerned about increased traffic on NE 209th Street. We have heron, hawks, deer, coyote, etc. on our land.
  - When are you going to widen out NE 239th Street and when will it be done?
  - Not familiar enough with location, it looks like there is a pond and a creek to consider, also very unusual to have a grove of large trees. Rest area is an oasis. I feel, to a reasonable extent, trees and rest area should be saved.
2. What other issues or concerns would you like WSDOT to consider during the Environmental Assessment and alternative design processes?
  - Efficient flow of traffic both east/west to Battle Ground and north/south access point that is efficient.
  - Existing wetlands between north and south lanes at 219th and extension could be “cheated” on a little to decrease infringement on RH III.

- My concern on the new interchange is that while it is much needed and will relieve traffic on NE 10th Avenue in front of my house, Option D would cut through the back of my property and leave me no access to the remaining property. Hopefully this option will not make the cut and my vote is against Option D. Thank you.
  - What other ways are there to make the traffic less jammed and slower.
  - Design a route that has least impact on all existing trees, wetlands, homes and other structures. Options E-1 and F are the best options in reducing issues to all of the items. Option E-2, to a lesser degree also achieves this.
  - Why not replace SR 502 with new road to Battle Ground from new interchange with I-5? Existing SR 503 already full of driveways.
  - How long will it take for I-5 I-205 to be done?
3. Is there anything in the project area that should be added to the maps?
- Not familiar enough with details of the terrain to comment.
  - No.
  - I think sound walls or earth berms to handle increased noise as traffic normally on NE 10th Avenue moves west.
  - This comment is in reference to a verbal comment made at the meeting. (Please refer our comment of NE 199th Street and NE 29th Avenue have a no stopping sign with the increased traffic trying to bypass this new highway potentially very violent accidents with speed ext.)
  - When are you going to put streetlights by Al and Ernie's (Foodliner)?
  - Ridgefield needs to, and could benefit from the interchange. With modifications to Option D they could. Southbound I-5 could exit onto NE 209th Street. The actual overpass over I-5 would be at NE 199th Street or NE 209th Street. A bridge there would tie both sides together. Also southbound I-5 exit does not need to loop way west of I-5.
  - Major concern would be to separate rest area on ramp from SR 502 traffic. Most designs have rest area on ramp going underneath SR 502, good idea. Perhaps there should be a one lane road from rest area to SR 502 for people who want to go to Battle Ground for services or to visit people. Out of towners may call from rest area but then can't get to Battle Ground much to their consternation.
4. Is there anything else you would like us to know?
- If it is too close to either I-5 access it wouldn't seem as effective a route directly from I-5 to Battle Ground.
  - I have significant concerns regarding options A through D. My concern is that, in the future, if Clark County modifies their 20-year plan to extend the freeway connection to the west, homes in Rolling Hills will have significant negative impact. Options E-1, E-2, and F all help to reduce future negative impact. I strongly support the E-1, E-2 and F options.

- I think plans that show 219th going north a bit after passing NE 10th Avenue make sense as they should have less environmental impact. The worst would be to run south and join in with NE 209th Street/Delfel.
- Regarding NE 23rd Court and NE 29th Avenue and NE 50th Avenue we have concerns about the turn lanes. It is extremely dark. With this added traffic would be increased accidents. It would be nice if there would be turn lanes to turn into private driveways.
- What other projects do you have in mind?
- There is no logic in moving the interchange north from NE 219th Street. The purpose of bridges and highways, as I see it, is to move people safely, conveniently, and timely, from one place to another. By tying in at NE 209th Street all the traffic currently using NE 179th Street would also benefit. Example—fair time, and concert traffic to and from the amphitheater.
- I understand somewhat related to this is widening and limiting access along SR 502 from Duluth to Battle Ground City limits. I think the state should look at continuing the Duluth bypass (Option E-1) east on a new alignment to SR 503 at NE 244th Street. People in north county or going there can bypass west Main Street in Battle Ground and all of its congestion. Perhaps it is cheaper to go across rural countryside (cheaper land, easier to control access) than to widen NE 219th Street, where lots of access already there plus everything along NE 219th Street thinks their land is worth commercial real estate prices. Please think about, do some planning for 15 plus years ahead instead of what is now or five years from now. SR 503 in Orchards is a good example of poor planning and not looking at the future. State gets an F there.

Please see additional attached comments and maps.



pond area  
blue heron  
red tailed hawks  
residents nests, hunting area  
deer, coyotes follow  
drainage  
MARK 1950  
BUILT 1950  
HAWK/HERON HABITAT

cell  
tower

look  
at  
this  
alignment





October 21, 2003

Recommendations for I-5/502 Interchange

Glenn Schmidt  
360 887-2858  
414 NW 214th Circle  
Ridgefield, WA 98642

Overview:

Beginning at NE 10th Ave/219th Street and connecting to I-5 SB

1. This section should be essentially 4 lanes, 2 WB and 2 EB, to a 4 lane "S" section for NB and SB traffic which would join to I-5 at approximately 209th Street.

2. The westward extension of 219th to I-5 from the beginning of the "S" curve, would be the NB on ramp to I-5.

3. The "S" curve from 219th would essentially parallel the East-North/South property line of the existing Gee Creek Rest Stop, and continue south to the boundary running in a SouthWesterly direction and basically parallel to the existing entrance to the Rest Area.

4. The SB lanes would be raised at the entrance to the Rest Area with fill from the excavation of the "S" curve behind the Rest Area, then fly over the entrance to Rest Area and the NB lanes of I-5 and merge in center median with the SB traffic of I-5. The center median is wide at this point and the SB lanes of I-5 are approx 15-20 feet higher than the NB lanes.

5. Access to WB 209th would fly over SB I-5 and curve the south, ending at 209th and Delfel Rd.

6. NB traffic from I-5 to Battle Ground would exit at the existing exit to the Rest Area and parallel the SB lanes on the "S" curve to 219th and NE 10th Ave.

7. EB traffic to Battle Ground from 209th on the West side of I-5 would crossover both SB and NB I-5 lanes and entrance to Rest Area at a point beginning at Delfel Rd curving Northerly and merge with the NB traffic to Battle Ground exiting I-5.

8. Traffic wishing to exit I-5 to 209th going West, would exit with NB traffic to Battle Ground and bear right, go up ramp and stop at 209th crossover. (#7 above) Turn left and be on 209th WB. You could also bear right and continue on NB to Battle Ground.

9. Traffic from I-5 SB to Battle Ground would exit on off ramp to 209th on West side of I-5. This exit would go under flyover to 209th, (#5 above) and up to 209th crossover (#7 above). Turn left to Battle Ground.

10. This plan should also incorporate a SB on ramp to I-5 at 199th Street. This on ramp would serve people both east and west of I-5. Traffic coming from the East on 199th to NE 10th and needing access to I-5, must turn left and go to 179th for access. They could continue west to Delfel Rd, turn right and loop onto I-5 under the 199th over crossing and be SB on I-5. Traffic on 199th from the West of I-5, could turn left at Delfel Rd and loop to SB I-5. People like me that live West of I-5 and use 209th and Delfel Rd to get to SB I-5 could now enter I-5 at 199th. All the traffic mentioned above must currently access SB I-5 at 179th. The SB on ramp at 199th would certainly take a load off 179th and certainly extend its life without major expenditures.

## 219th502 interchange

I hope you will find these ideas workable and cost effective. The options for the frontage roads and I-5 on and off access on the West side of the freeway make little sense from the environmental impacts and the costs involved. The monies could be spent on the east side behind the Rest Area without the impacts on people and their existing homes while having very little impact to the east side. This plan would open a lot of options for the people of today and solve a lot of problems for the people of tomorrow.

Thanks for your consideration.

Glenn Schmidt

219th

TRAFFIC

**SB** - FROM BG. TO I-5 **SB** FROM I-5 TO BG

**NB** TO -BG FROM I-5 **NB** TO -I-5 FROM BG #209th

**SB** - TO I-5

**NB** - TO I-5 & BG

219th

209th

SB I-5 exit to BG

209th

209th

